



October 2019 Newsletter #37

In This Issue:

Fifi the bomber; flying across the English Channel on a fly-board, electric powered racing next year, and a report on our rained-out Aviation Day (that was fun anyway).

Remember you can add to our classified section free and announce events that are coming up soon.

Next EAA 334 Club meeting is on Saturday morning September 14, 2019, 10:00 AM at Dooney Aviation, Westerly Airport

CONTEST. Last month's photograph was of KPOU (Poughkeepsie) No winners. A bit easier this month: try this one:



\$20 is waiting for the first correct identification. It is in our general area.

Another Chinese Passenger Throws Coins Into Engines for Luck



A Chinese national is facing criminal charges after attempting to toss coins into an airplane's engines for "good luck". According to the airline, the remaining 161 passengers were re-accommodated on flights the next day (not counting Lu of course). However, they claim that the cancellation cost them close to US \$21,000 in losses, and have pursued legal action against Lu. A Lucky Air spokesperson said that, "the incident caused a direct economic loss of nearly 140,000 yuan, and our company will press charges against the passenger in accordance with the law."

This is the fourth time that a flight was either delayed or cancelled as a result of passengers feeling uneasy about flying in China.

<https://www.ndtv.com/offbeat/chinese-passenger-throws-coin-into-planes-engine-for-good-luck-again-1999470>

A Day In The Life Of Fifi, B29 Bomber



The alarm goes off. It's 5:30am and the beginning of what can be a 12-14-hour day. As a tour leader, it's time to get up and get ready for a 7:00 am briefing. This includes gathering my equipment and finishing up paperwork to manage the day. Today is Saturday, a "ride flight day." Unlike other days, where we just open for tours of the cockpit and bomb bay, today and Sunday we provide rides in the aircraft. The first ride is at 9:00 am and the other at 10:30, weather permitting. These are usually sold out and sometimes we even must add slots because of the high demand. People can be surprised to learn the seats start at \$595 and climb north of that, depending on which position you prefer.

This morning, as every morning during the tour, there is a full group briefing in which I assign those positions to crew members. They all sit and wait to see if they have been chosen for today's flights. This is the "golden ring" of crewing as they get to fly Fifi along with paying passengers. This is the most prestigious assignment and is so rewarding as sometimes the other riders are B29 vets. All the crew have completed extensive training in order to qualify to fly her. This is no easy feat, as it may take up to three years of touring, not including the required weekend ground school that they must attend each year.

Fifi is one of two flying B29s in the world and is operated by the Commemorative Air Force (CAF) B29/B24 Squadron. She is the only one that tours for about six months, as

a flying museum, to approximately 30 destinations each year, requiring 150 committed and qualified volunteers for each season. She travels all over the country and has visited Canada to be welcomed by those interested in learning about the history of the "Greatest Generation." It costs over \$10,000 per hour to keep her in the air. Approximately a quarter of that expense is fuel, which equates to gulping 100 gallons of 100 LL Avgas per engine, per hour and that doesn't include the large amount of oil that is consumed. And the cost would be higher if it were not for the all-volunteer crew. In addition, for each hour of flight, Fifi requires about 100 hours of maintenance. Who says women aren't high maintenance?!

Fifi was born in July 1945 and therefore never saw combat. After a long period of dormancy, she was resurrected by Victor Agather in 1971 from China Lake California. He is the one who is responsible for what she is today. If you look closely on the tail, you will see an "A". This was used to identify aircraft during the war, but in this case, it stands for Agather. The aircraft was named "Fifi", after Mr. Agather's wife, as a thanks for his diligence in obtaining the B29 for the CAF. It was a surprise to both Vic and his wife. Along with numerous air shows and movie roles, Fifi is probably the most iconic B29 aside from the Enola Gay and Bockscar.

When the last flight ends and the aircraft is chocked and secured, the whole crew then jumps into what looks like a ballet, wiping oil down from all the engine nacelles whose names are Ingrid, Mitzi, Rita, and Betty. These are recognizable names for those of us old enough to remember. The engines leak a good amount of oil (which is normal) and must be wiped down when they are warm rather than waiting, as it is easier to wipe when the oil is less viscous.

Soon after the nacelles are squeaky clean and we set up for the static tours, our WW2 left gunner arrives to revisit his old digs. We introduce ourselves and take him around the aircraft. When we ask him if he would like to go inside and sit in his old seat, he pauses, and his family gives us a look of doubt as he has arrived in a wheelchair. He then gets up with a little help and he wanders over to the ladder. Our ladder is far more accessible than the one he used in 1944 and just then he begins to ascend it as we run over to assist him. As if he were transported back in time, he climbs the ladder and hops in the gunner seat while his family watches in awe and follows him in. After some rearranging, he gets positioned in his original seat. He looks around as though he has entered a time machine. This is the reason why we all do this, to allow these vets and/or their families to revisit what must have been the most impressionable time of their lives.

The day ends without incident. It is now 6:00pm and we close up the aircraft and the tent. We then all hop in our vans, hot and sweaty from the day's extreme heat, to return to the hotel and have dinner, only to do it all over again tomorrow. And we love it, all of us. If you would like more information about Fifi, or are interested in volunteering, go to www.CAFB29B24.org

Crossing the English Channel on a jet-powered Flyboard

Loz Blain

New Atlas, August 4,,2019



After ending up in the water on his first attempt, flying Frenchman Franky Zapata has now successfully crossed the English Channel on his jet-powered Flyboard Air. The 22-mile (35.4-km) crossing took Zapata some 22 minutes, holding speeds over 100 mph (160 km/h). Zapata again had to stop half-way through the trip, landing on a boat for a quick fuel-up, which he accomplished by switching one big kerosene-filled backpack for another, then flew on to complete the impressive undertaking early on Sunday morning, according to the BBC.

Three helicopters kept watch over Zapata's attempt, which, along with other regular flights from Jetpack Aviation's David Mayman and Gravity Industries' Richard Browning, are doing plenty to prove the reliability and controllability of turbine-powered personal flight devices.

As for whether these devices will be hitting the market soon, that's a tougher question. Apart from the obvious risks involved, there's the astonishing noise level you get when you fire up multiple high-speed jet turbines, and a lot of heat to deal with below the engines. This is manageable with the higher-mounted devices, but Zapata typically brings an elevated metal platform with him so the Flyboard doesn't scorch the grass or melt any tarmac.

Another Hunt Is On For Amelia Earhart's Electra

Marc Cook 8/3/19 From AvWeb Flash 8/13, 2019



Explorer Robert Ballard, who discovered the remains of the Titanic in 1985, is going after another iconic piece of history that's gone missing: Amelia Earhart's Lockheed Electra. Missing since July 7, 1937, Earhart and navigator Fred Noonan were considered to be lost at sea by the U.S. Navy in a report published that summer. As recently reported by The New York Times, Ballard is following the breadcrumb of a photo taken in October 1937 of a British freighter that had run aground on Nikumaroro (then called Gardner Island). At the edge of the frame is a visual artifact believed to be part of the Electra's landing gear. This discovery led to searches in Nikumaroro during 2010 and 2012 by The International Group for Historic Aircraft Recovery, or TIGHAR, where they reported finding what they thought was a piece of the Electra.

Dr. Ballard is being joined by a substantial crew on the island and brings to bear high technology for the sea portion of the search. According to National Geographic, "Ballard's search strategy, honed over more than 150 deep-sea expeditions, calls for using sonar to map the ocean floor and deploying a variety of remotely operated vehicles, including one that can dive as deep as 13,000 feet."

National Geographic will air the results of the search in a two-hour special on Oct. 20, 2019.

Our Parade Got Rained On

The weather was not too peasant on August 17, Aviation Day at Groton Airport. Dave Sellins of EAA 334 and WAA worked hard to line up home built aircraft for the static display to be held there but it was rainy. But fun and informative, nevertheless. He writes:

“To all my pilots with ‘Home Built aircraft’ that could not fly in to the KGON Open House!! Thank you for making the safe and obvious decision to stay in tie down or the hanger. Mother Nature is always in control, and is the most dangerous force in our flight environment. Always to be respected and dealt with cautiously.

“Although the Home Built aircraft could not fly in, the IFR flights came in successfully. The Coast Guard flew their C-144 in from Cape Cod and were joined by the U.S. Coast Guard Academy Officers and Recruiters. The Jet Prop TBM 910 was there on display along, with several single engine aircraft including Cirrus, Piper, and of course, Ted Gordons "Sting" (which only had to taxi from its hangar at GON); the little Carbon Fiber Wonder from the Czech Republic. The Army National Guard had a Blackhawk Helicopter open for pictures and inspection.

“The CG C-144 was impressive to walk through and even sit in the pilot seat. Bernie Stumpf and I were so impressed that Bernie sent the Command an email and invited them to fly into Westerly, RI. for the "Wings Over Westerly" event on Sept. the 7th. What a beautiful aircraft!

“The CAP aircraft on the ramp drew attention, as well as all of the uniformed Cadets from all of the visitors. It is always so great to see them in their uniforms and so well organized. The buzz inside the main Terminal was very active with handouts and information from applying for US passports (US Immigration was there) to applying for flight instruction. The Coast Guard Academy had a presentation this year inside as well.

“Meanwhile I was outside, with my trailer, tables and chairs, and my sun shade tent turned into rain surviving cover. I had the "Home Built" banners up on the sides of the tent, that in turn, acted to deter the rain from blowing in and soaking us. All in all, we had a great time taking it all in. (Dave also showed off the bare bones of the fuselage of his home built under construction- he loaded the work in progress onto his trailer and brought it to the show. Ed.) The good news is I made a lot of new acquaintances and have six or seven new applications for EAA memberships, possibly joining our local chapter 334 in Westerly, RI. They were all invited to join us for our Sept meeting on September 14 as well as our ‘Wings Over Westerly’ on Sept. 7. *“From a personal note from Dave Sellins, August 18*

Electric Airplane Racing Next Year



From: avweb@e.avflash.com, April 15 2019

Formula 1 racing is a popular event at the Reno Air Races, among other sites, and beginning late next year, it will evolve into something new: electric airplane racing. As AVweb covers Aero this year, Jeff Zaltman, CEO of AirRaceE, says airplanes are being designed and constructed for the first scheduled air race late next year. No venue has been selected yet, but Zaltman says discussions are underway with several countries—all warm-weather climes—to host the first race.

In [this podcast](#) recorded at Aero this week, Zaltman told us electric airplanes will be constructed along similar lines as Formula 1 aircraft, meaning a 66-square foot wing area, 500-pound minimum weight and fixed gear. But while piston Formula 1 aircraft are restricted to the Continental O-200 engine, e-racers will be opened up to all manufacturers. “It’s very much geared toward accelerating innovation and accelerating the technology that will eventually find its way into the airplanes we fly as passengers 30 years from now,” Zaltman said.

Power will be supplied by a 150-KW motor which, as electric airplanes go, is quite powerful, about the equivalent of 230 to 240 HP race ready, but with neck-snapping torque delivery. While batteries still limit electric aircraft endurance. Zaltman said the races will last about five minutes, compared to eight minutes for piston F1 races. “Right now in Formula 1, they get about 250 MPH. We expect it to go above that, but I’m hesitant to give a number,” Zaltman said.

ROBOPilot: turning a manned plane into a drone. Nextgov, 8/16, 2019 by Patrick Tucker



Photo by Ted Gordon of his Sting, not a robopilot

Air Force scientists have announced that they had tested a robot kit that can turn virtually any plane into a self-piloting drone, through a program called ROBOPilot.

Why is that important? For starters, planes and drones are expensive. The drone shot down over Iran last month cost \$220 million. For years the military has rushed to fund fabulous, exquisite drones of all shapes and sizes. Some, like the \$15 million MQ-9 Reaper from General Atomics, are cheaper than manned military aircraft. But the big ones are more expensive than many types of civilian sport aircraft.

“Imagine being able to rapidly and affordably convert a general aviation aircraft, like a Cessna or Piper, into an unmanned aerial vehicle, having it fly a mission autonomously, and then returning it back to its original manned configuration,” said Dr. Alok Das, senior scientist with the Air Force Research Lab’s, or AFRL’s, Center for Rapid Innovation, in a statement. “All of this is achieved without making permanent modifications to the aircraft.”

The system interacts with flight controls just like a human pilot, pushing all the correct buttons, flipping the switches, manipulating the yoke and throttle and watching the gauges. “At the same time, the system uses sensors, like GPS and an Inertial Measurement Unit [essentially a way for a machine to locate itself in space without GPS] for situational awareness and information gathering. A computer analyzes these details to make decisions on how to best control the flight,” AFRL said in a statement. Once the flight is done, the kit can be pulled out and the plane reconverted to one requiring a human pilot.

On August 9, the system completed a two-hour test flight at Utah's Dugway Proving Ground. The same technology could be applied to expensive fighter aircraft. And the military has said that the next, sixth-generation fighter will be optionally manned. But the military has expressed reservations about allowing autonomous software to undertake lethal actions, so don't expect to see ROBOpilot doing combat missions anytime soon.

2019 EVENT SCHEDULE

REMINDER: EAA334 meetings are generally scheduled on the second Saturday of each month at 10:00 AM at Dooney Aviation at Westerly Airport. Address: 63 Tom Harvey Rd., Westerly, RI.

NEXT MEETING SEPTEMBER 14, 10:00 AM at Dooney's.

The Rhode Island Wing of the Civil Air Patrol has started a new Squadron in Westerly RI. They meet Thursday evenings from 6 - 9 pm, at the Westerly Education Center. Col. Stranahan is the CO and Lt. Col. Robert Gubala is the second in Command. Dave Sellins, EAA Chapter 334, has attended some of the meetings and will furnish reports in future Newsletters. At the present time they have 8-10 new Cadets from our area. Stay tuned. Anyone wishing to volunteer and help Cadets, please attend a meeting and speak with the Colonel. They are looking for volunteer members .

WINGS OVER WESTERLY **September 7** Young Eagle Flights, Fun, games and fun activities for Kids, static display of home Built aircraft , static display of GA aircraft, Food, RI Wing of the CAP Cadets and their aircraft, Antique Car show

EAA Chapter 1620; [Young Eagle Rally and Pancake Breakfast](#); Westfield, MA
Saturday, **September 14**, 9:00 a.m. - 2:00 p.m. Young Eagle Rally and an all-you-can-eat pancake breakfast! The breakfast will help to support our Young Eagle program; Westfield-Barnes Regional Airport (KBAF); Hangar 3; 111 Airport Rd.
Westfield, MA 01085; contact: David Miller, President, (413) 219-1136

Car show and Fly-in at KGON on **Oct 5th** from 10-4pm

Double Standard?

Wednesday, September 4 at 7 p.m. CDT

Presenter: Mike Busch | *Qualifies for FAA Wings and AMT credit.*

[Register Now →](#)

Staying Current: Where Rules and Skills Collide

Wednesday, September 11 at 7 p.m. CDT

Presenter: Prof. H. Paul Shuch | *Qualifies for FAA WINGS credit.*

[Register Now →](#)

Inflight Weather Hazard Avoidance Strategies

Wednesday, September 18 at 7 p.m. CDT

Presenter: Scott Dennstaedt | Qualifies for FAA WINGS credit.

[Register Now →](#)

How to use EAA's SkillScore™ Tracker to Maintain Proficiency

Wednesday, September 25 at 7 p.m. CDT

Presenter: Radek Wyrzykowski | Qualifies for FAA Wings credit.

[Register Now →](#)

November 18 - The Real Story: The JFK Jr. Accident. Steve Demko was a National Transportation Safety Board investigator for the aircraft accident in which John Kennedy Jr. lost his life. Steve will tell the real story of what happened that night off of Cape Cod. Steve's wife, Jill, also from NTSB, will overview the operations of that outstanding organization.

If you're looking for something to do next weekend check out support@socialflight.com. This site publishes interesting events on a Friday describing what you might do and where in the coming weekend, too short a time horizon for this Newsletter but certainly worth reviewing if you want some suggestions for the next few days.

Socialflight also has a new feature: "Burger Flight, which makes finding a terrific airport restaurant as easy as tapping on a screen. Burger Flight is included in SocialFlight's free app, and it shows airport restaurants as burger symbols on the map. Thousands of airport restaurants are featured on the moving map." From <https://www.flyingmag.com/burger-flight-helps-pilots-find-airport-restaurants?cmpid=ene20190411>

New Member Benefit: EAA Videos

After extensive development and testing, we've fully integrated our video content within [EAA.org](https://www.eaa.org). Now, when you visit the site, you can click the Videos tab at the top to access thousands of titles covering everything from aviation history to Hints for Homebuilders, and all of it is available free of charge by using your existing EAA member login. Please note that the legacy site will be retired soon, so please update your bookmarks or links.

CLASSIFIED SECTION

Anyone can list equipment, products, materials, and what not for sale or wanted in this classified section. Please include a description, and your contact information if applicable. Listing is free. Your input will remain active for the next few newsletter issues. EAA 334 will not be involved so if you see something of interest, just initiate the contact.

Partial hangar for rent. If your plane or trike is small or if the wings come off (intentionally) and you are looking for a storage place to rent



A FREE preflight de-icing sprayer is also available.

Just call or email:

Ted Gordon 860 434 8608 or
tedjgordon@gmail.com

Anyone can recommend a person, product, or company here that they have found helpful or useful. You can even recommend yourself. Please include the nature of the service or product, and contact information if applicable. Listing is free. Your input will remain active for the next few newsletter issues. EAA 334 will not be involved so if you see something of interest, just initiate the contact.

A&P Mechanic with IA: Greg Prtentiss

EAA Technical Councilor 15 years

Builder of the Glasair N28P, first flight June 1999

Designated Airworthiness Representative, Manufacturing (DAR-F)

Amateur Built Experimental and Light Sport Aircraft

Extensive experience composites, engines

If you'd like anything else, ring me up.

Greg Prentiss, 20 Dockerel Road, Vernon, CT 06066, greg.prentiss@gmail.com

860-872-2278 Home/Office, 860-205-7640 Cell

SimplexAero, owned by Jeff Erickson of Old Saybrook, teaches tail wheel and provides sport pilot training. He also offers scratch plans for the Cloud Duster and the Zing.



Membership Application

EAA 334- Fulfill your dream to build and fly. Guaranteed

Our club is dedicated to flying of all sorts. We exchange information and experiences. We provide help where needed in promoting safety, airplane construction, and operation. In the summer, our meetings are on the second Thursday of each month, 7:00PM at Dooney Aviation, located at Westerly Airport. Address: 63 Tom Harvey Rd., Westerly, RI. In winter, meetings take place on the second Saturday of each month at 10:00 AM at Dooney's Aviation. We invite you to join us.

To explore membership, join, or renew your membership, please complete this form.

*Select membership type and duration:

- ☐ FREE 6 Months Full Membership trial
- ☐ One year full Membership in EAA 334 \$20.00**
- ☐ One year Student Membership \$12.00 (through 17 years of age)***
- ☐ 3 year Membership \$10.00 discount **

*First Name _____

*State _____ ZIP _____

*Last Name _____

*Email _____

*Address _____

Phone _____

*City _____

Aircraft _____

*Required information

** For full membership in EAA Chapter 334, send the completed form and check payable to Bogdan Gutowski <bogdan.gch@gmail.com> ,Membership (\$40.00 per year) in the EAA National organization is also required. For more information go to: <https://www.eaa.org/en/ea/renew-ear/renew-membership>

*** EAA Student Membership is available FREE to any young person age 8 – 18 ½ who has completed a Young Eagles flight,